

MOL Prestige

On the evening of January 31st, 2018, The CCGS Sir Wilfrid Laurier was at anchor in Coghlan Anchorage off Hartley bay. In the evening, ~~-Navtex messages~~ and various Distress Alerts were overheard regarding the Containership MOL Prestige. ~~The MOL Prestige has~~ had an Engine room fire and 3 crew were trapped in the Engine room. The Position was approximately 220 nm West of Cape St. James. The CCGS SWL was tasked to proceed.

As the SWL proceeded to the incident, information was received from the MOL Prestige as incident developed through several phases; which included the rescue of the crewmen in the Engine room spaces, and the discharge of its fire suppression system to extinguish the fire. At 01/0614 PST ~~in the Morning~~ R465 arrived on scene and Medevac'd two crewman off the vessel. The SWL continued to monitor the situation enroute as discussions were ongoing regarding the ~~discussions decisions~~ to re-enter the engine room, ~~and arrangements~~ for Salvage tugs were made. It was also determined that the MOL Prestige still has 3 injured crewmen aboard that required medical care.

In the evening of Feb 1st, the Prestige crew entered and commenced venting the engine room space. At 01/2340 PST the SWL arrived on scene and assessed the situation. The ship had no electrical power, no cooking facilities, and limited access to potable water. They also requested medical advice for 3 crewmen. As there was a heavy swell ~~running~~ it was determined to put the Lauriers crew aboard at ~~first~~ first light in the morning. The ~~Next following~~ morning in a heavy swell, Coxswain Shelby Skjelstad delivered the boarding party of second officer of Brian Salisbury, and rescue specialist's Jaan Koosel and Cory Glencross scampering up the Jacobs ladder in a heavy Swell. In harsh -wet and cold conditions, with many crew soaked in diesel, ~~with fuel~~ RS'sonboard the ship the Jaan and Corey attended to some very frightened crewpersons with significant burns to their hands and upper body. Meanwhile, Second Officer Salisbury met with the ships Master obtained the ships towing book, crew lists and made initial assessments on how the tow arrangements would be set up., Brian also delivering a hotplate to the Captain and his wife, so they had basic the start of cooking appliance facilities run off the emergency generator., and interviewed the Captain. Brian obtained the ships towing book, crew lists and made initial assessments on how the tow arrangements would be set up.

The story of the events on board were described to Brian, and the rescue of the crew from the engine room was very fortunate and dramatic as the crew had to run through flames into the ships elevator, ~~and~~ they then rolled out of elevator into ships wheelhouse as the Captain discharged the fire suppression into the engine room. Two other crew were rescued by the Chief Officer who sustained severe burns and was evacuated.

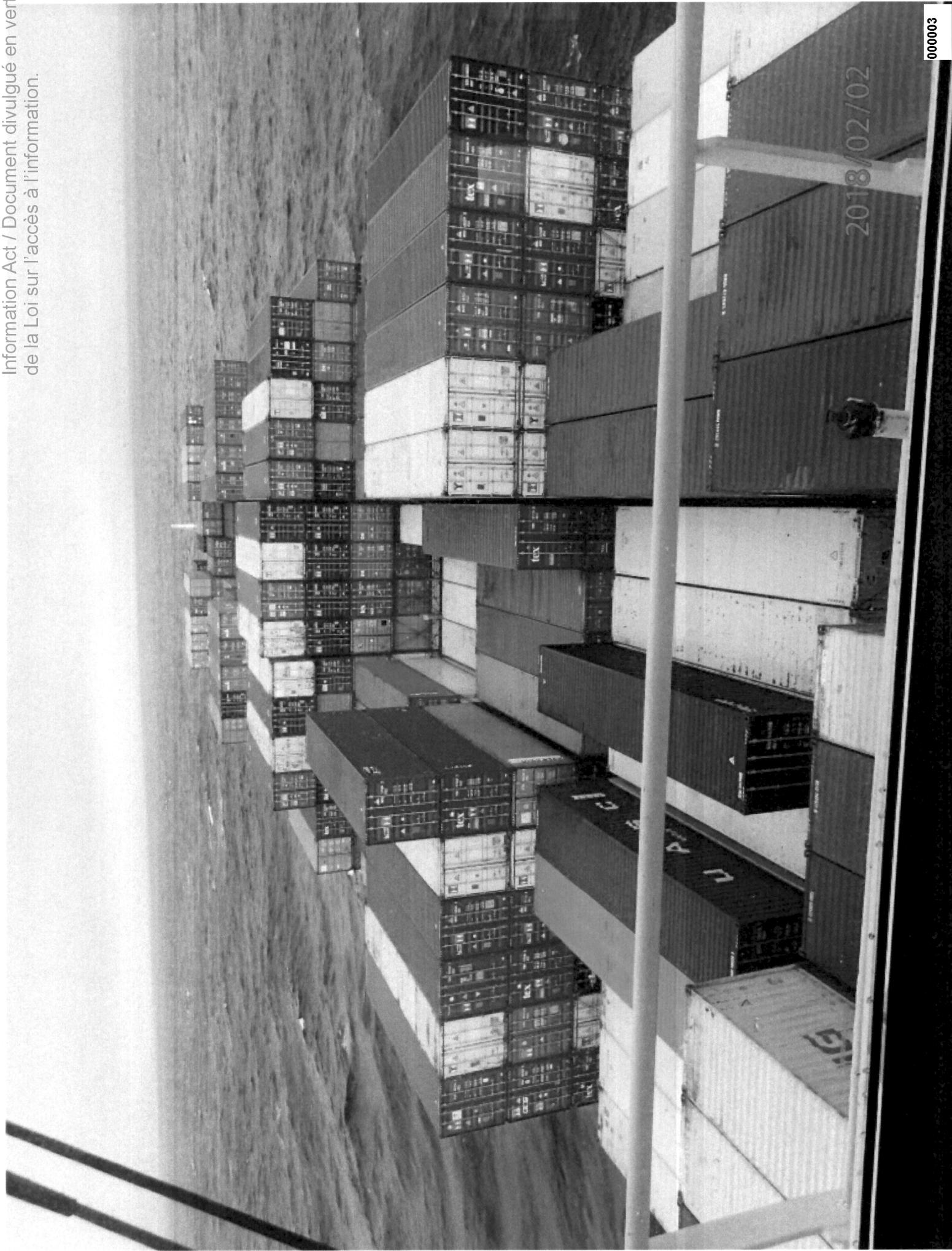
After about approximately 3 hours the SWL boarding party departed the vessel leaving care advise and as much dressing and medications for the injured as we had capacity for. The conditions were not suitable to evacuate any persons by boat or were it requested from the ship.

The SWL then stood by the vessel for a day awaiting the arrival of the tug Denise Foss dispatched from Neah bay. On the evening of February 3rd Denise Foss arrived on scene, after 3 failed heaving line attempts, and on the second rocket line try a messenger line was passed. With approximately 20 crew on the Forecastle of the MOL Prestige, a gang of crew managed to pull the synthetic tow line aboard and make it fast forward and the Tow commenced.

The SWL escorted the tug and containership until it was until West Delwood where the Laurier was released to Port Hardy.

2018/02/02

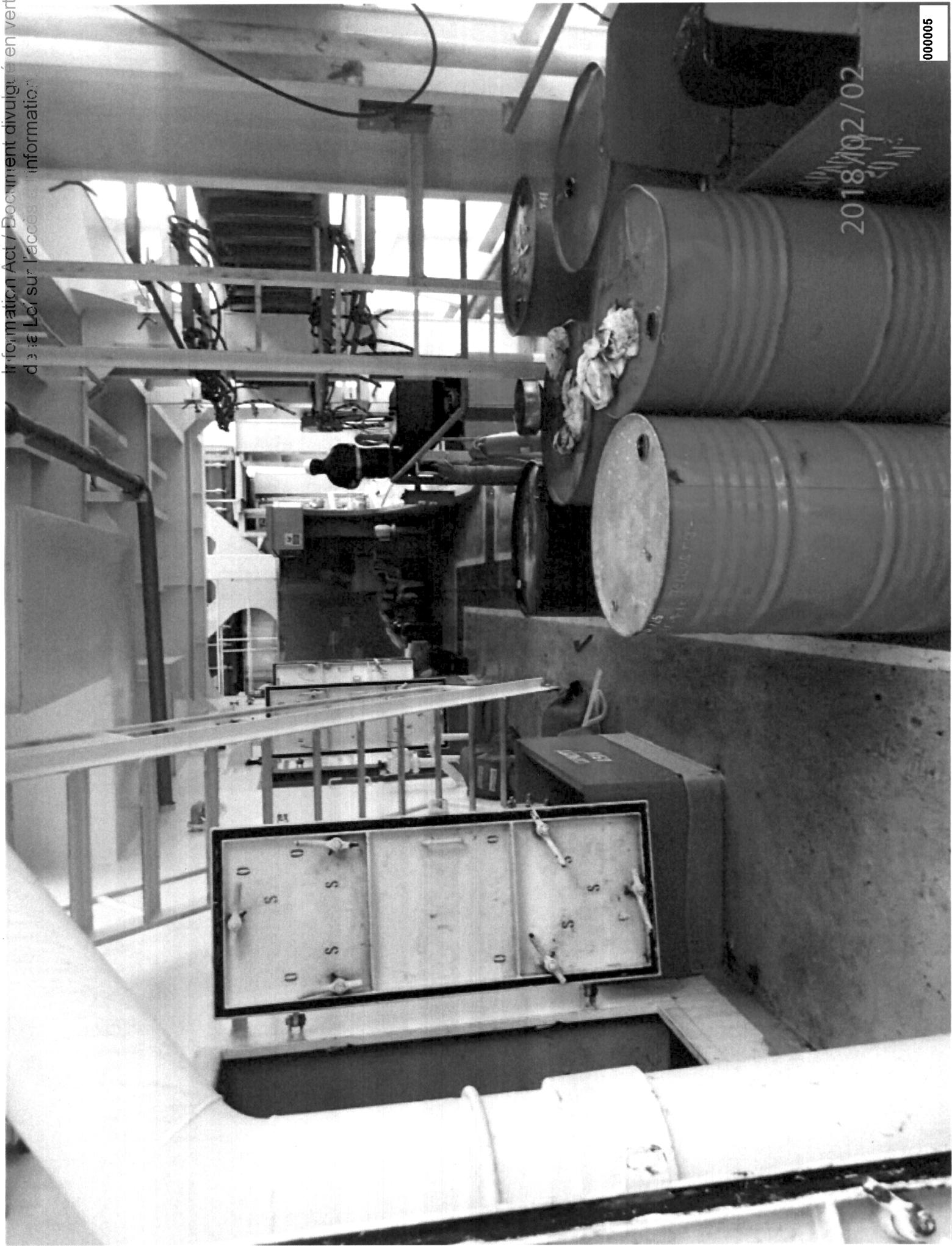
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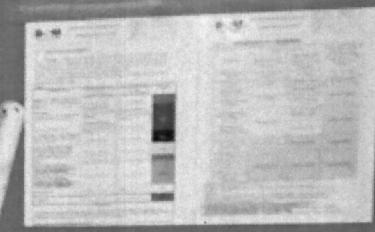
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NAT VENT



NO NAKED LIGHTS

NO SMOKING

NO OPEN FLAMES

VOID
S.P.

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EMG. GEN. RM

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NO NAKED LIGHTS

NO SMOKING

NO OPEN FLAMES

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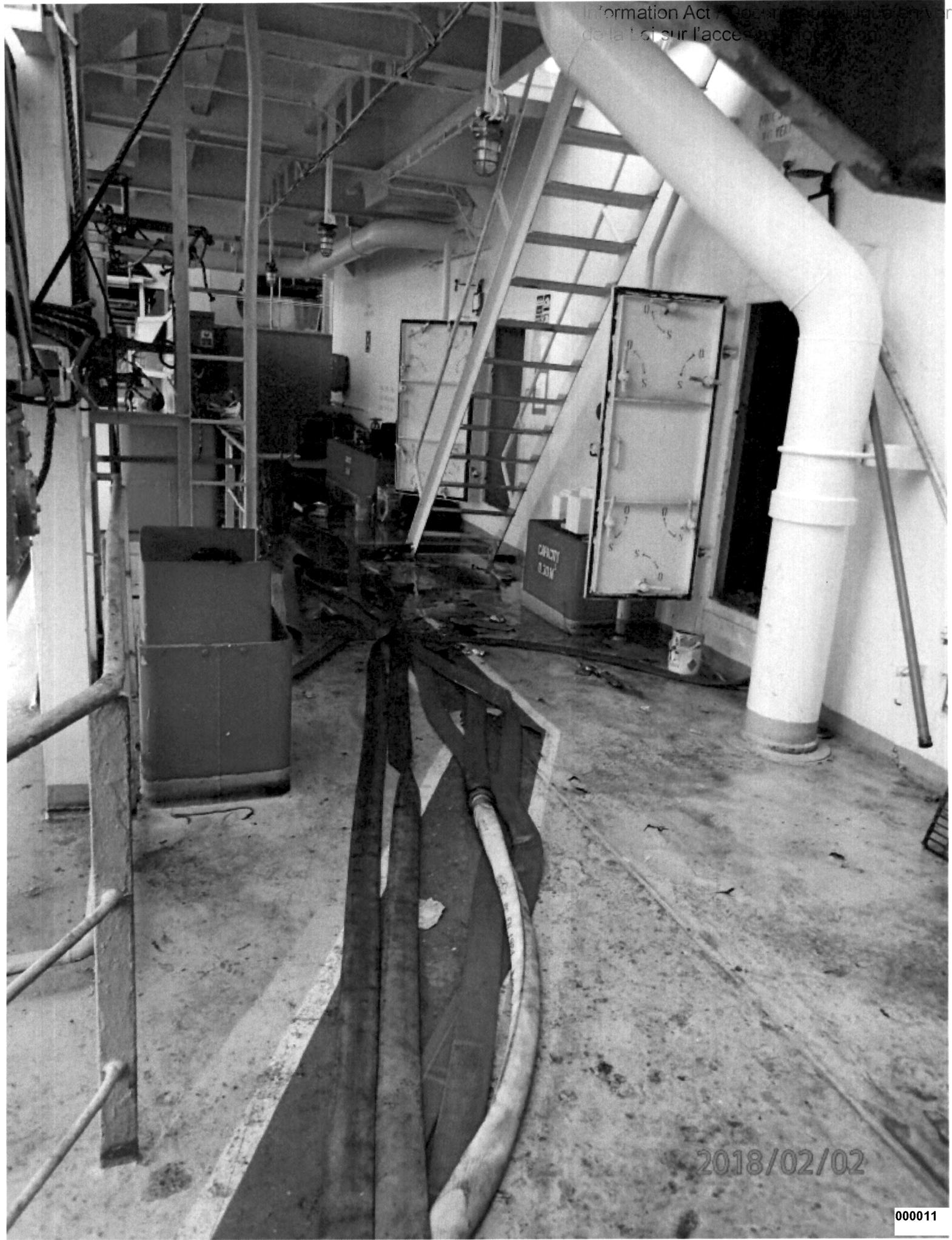
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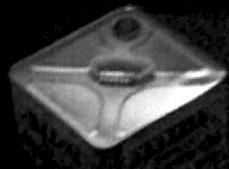
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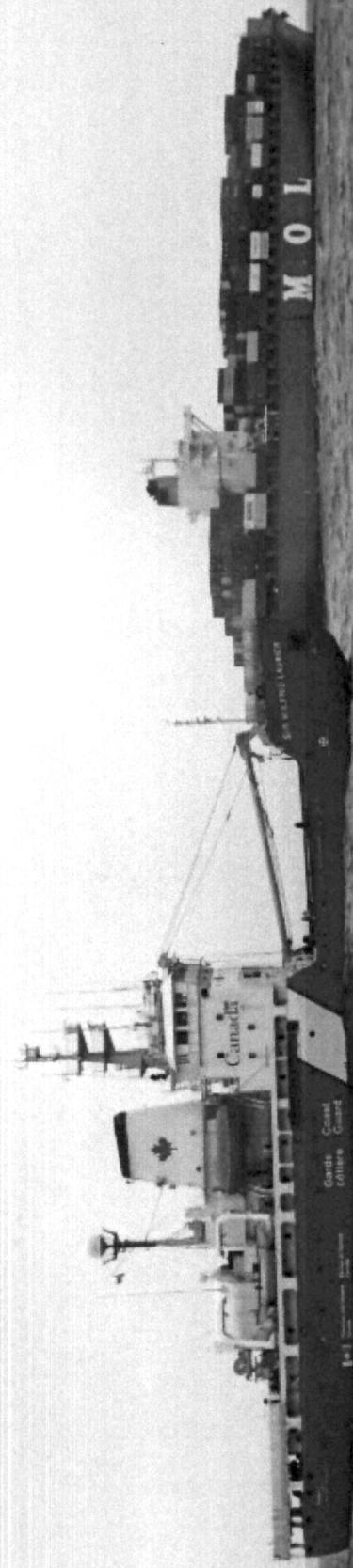
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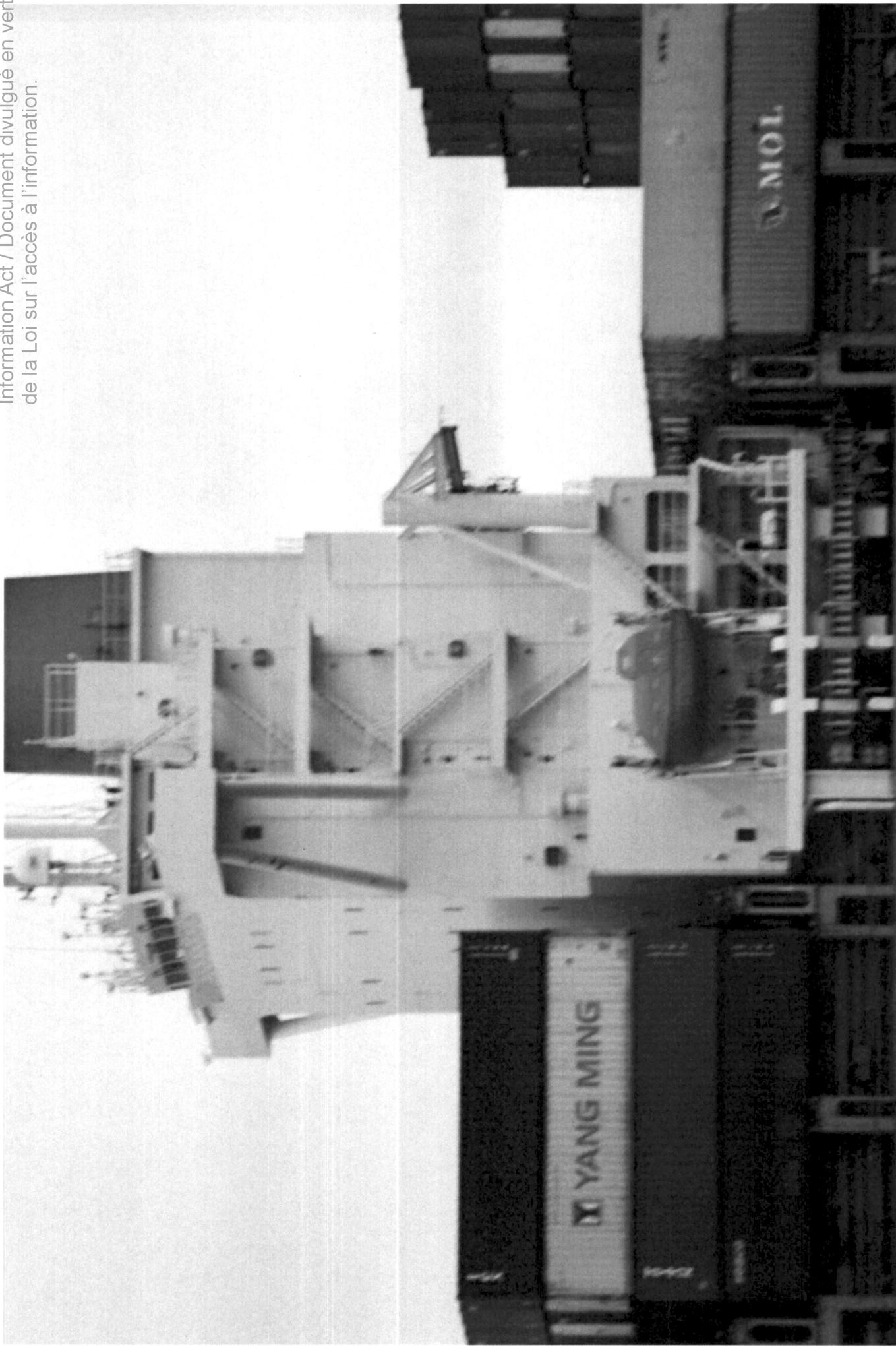


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